

APPENDIX 1

Operational Acceptability Checklist for FAR PARTS 91/135
BD-100-1A10 Compliance Checklist

RAZ-BA100-106

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.9(a)	<p>Compliance with Flight Manual, Markings, and Placard Markings</p> <p>Except as provided in paragraph (d) of this section, no person may operate a civil aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft Flight Manual, markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry.</p>	Operator's responsibility. BA provides an approved AFM for Green aircraft configuration. Completion Center to supplement AFM if affected.	The Internal / External Markings of the green aircraft configuration comply with FAR 25 requirements. Registration marking to be addressed by delivery center at completion.
91.9(b)	Each operator must keep a current copy of each approved manual at its principal base of operations and must make each manual available for inspection upon request by the Administrator.	BA provides approved AFM, QRM and FCOM for green aircraft configuration.	Completion Center to supplement if required/affected.
91.9(b)(1)	For which an Airplane or Rotorcraft Flight Manual is required by § 21.5 of this chapter unless there is available in the aircraft a current, approved Airplane or Rotorcraft Flight Manual or the manual provided for in § 121.141(b); and	BA provides approved AFM, QRM and FCOM for green aircraft configuration or an FAA approved Airplane Flight Manual complying with FAR 25.1581 is provided with each aircraft. For green a/c configuration, completion center to supplement if affected.	
91.9(b)(2)	For which an Airplane or Rotorcraft Flight Manual is not required by § 21.5 of this chapter, unless there is available in the aircraft a current approved Airplane or Rotorcraft Flight Manual, approved manual material, markings, and placards, or any combination thereof.	Not applicable.	
91.9(c)	No person may operate a U.S.-registered civil aircraft unless that aircraft is identified in accordance with part 45 of this	A fireproof identification plate complying with FAR 45 is included in the baseline configuration	

chapter.

RAL-100-0001.

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

**RAZ-BA100-106
Issue: --
Date: March 2003**

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91. 9(d)	Compliance with Flight Manual, Markings, and Placard Markings Any person taking off or landing a helicopter certificated under part 29 of this chapter at a heliport constructed over water may make such momentary flight as is necessary for takeoff or landing through the prohibited range of the limiting height-speed envelope established for the helicopter if that flight through the prohibited range takes place over water on which a safe ditching can be accomplished and if the helicopter is amphibious or is equipped with floats or other emergency flotation gear adequate to accomplish a safe emergency ditching on open water.	Not applicable	
91.191(a)	Category II and Category III manual Except as provided in paragraph (c) of this section, after August 4, 1997, no person may operate a U.S.-registered civil aircraft in a Category II or a Category III operation unless -- (1) There is available in the aircraft a current and approved Category II or Category III manual, as appropriate, for that aircraft; (2) The operation is conducted in accordance with the procedures, instructions, and limitations in the appropriate manual; and (3) The instruments and equipment listed in the manual that are required for a particular Category II or Category III operation have been inspected and maintained in accordance with the maintenance program contained in the manual.	Operator's responsibility	Certification for Cat II operations will be conducted after initial Type Certification. An approved Airplane Flight Manual, including Category II procedures, instructions and limitations, will be provided with each aircraft. An approved maintenance schedule as per the Maintenance Review Board (MRB) Report, derived from the MSG-3 process, and an Aircraft Maintenance Manual complying with FAR 25.1529 & Appendix H are provided to each operator. These documents reflect the green aircraft as designed by Bombardier Aerospace and supplemented by Completion Center additions.

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

Issue: --
Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.191(b)	<p>Category II and Category III manual</p> <p>Each operator must keep a current copy of each approved manual at its principal base of operations and must make each manual available for inspection upon request of the Administrator.</p>	Operator's Responsibility.	
91.191(c)	<p>This section does not apply to operations conducted by a holder of a certificate issued under part 121 or part 135 of this chapter.</p>		
91.203(a)	<p>Civil Aircraft: Certifications Required</p> <p>Except as provided in 91.715, no person may operate a civil aircraft unless it has within it the following: (1) An appropriate and current airworthiness certificate. Each U.S. airworthiness certificate used to comply with this subparagraph (except a special flight permit, a copy of the applicable operations specifications issued under 21.197(c) of this chapter, appropriate sections of the air carrier manual required by parts 121 and 135 of this chapter containing that portion of the operations specifications issued under 21.197(c) or an authorization under 91.611) must have on it the registration number assigned to the aircraft under part 47 of this chapter. However the airworthiness certificate need not have on it an assigned special identification number, that has been affixed to an aircraft, may only be obtained upon application to an FAA Flight Standards district office. (2) An effective U.S. registration certificate issued to its owner or, for operation within the United States, the second duplicate copy (pink) of the Aircraft Registration Application as provided for in 47.31(b), or a registration certificate issued under the laws of a foreign country.</p>	CofA issued by FAA for the green a/c configuration will be provided for each aircraft under 21.197(c). US registration certificate to be issued by FAA via BA Completion Center.	

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

**Issue: --
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FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.203(b)	Civil Aircraft: Certifications Required No person may operate a civil aircraft unless the airworthiness certificate required by paragraph (a) of this section or a special flight authorization issued under 91.715 is displayed at the cabin or cockpit entrance so that it is legible to passenger or crew.	Operator's responsibility. Valid C of A for green aircraft will be provided at aircraft delivery and will be supplemented by Completion Centre for completed aircraft. It is operator responsibility to keep the aircraft continuously airworthy.	
91.203(c)	No person may operate an aircraft with a fuel tank installed within the passenger compartment or a baggage compartment unless the installation was accomplished pursuant to part 43 of this chapter, and a copy of FAA Form 337 authorizing that installation is on board the aircraft.	Not applicable. No fuel tank installed within the passenger compartment or bagged compartment in Challenger 300 for the Green Aircraft Configuration.	
91.203(d)	No person may operate a civil airplane (domestic or foreign) into or out of an airport in the United States unless it complies with the fuel venting and exhaust emission requirements of part 34 of this chapter.	Compliance with FAR 34 requirements has been demonstrated during Type Certification, as well as ICAO Annex 16 Volume 2 for fuel venting and exhaust emission requirement.	
91.205(a)	Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements General. Except as provided in paragraphs (c)(3) and (e) of this section, no person may operate a powered civil aircraft with a standard category U.S. airworthiness certificate in any operation described in paragraphs (b) through (f) of this section unless that aircraft contains the instruments and equipment specified in those paragraphs (or FAA-approved equivalents) for that type of operation, and those instruments and items of equipment are in operable condition.	For Challenger 300 green configuration a Master Minimum Equipment List (MMEL) approved by FAA is provided.	

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

RAZ-BA100-106

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.205(b)	<p>Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements</p> <p>Visual-flight rules (day). For VFR flight during the day, the following instruments and equipment are required:</p> <ol style="list-style-type: none"> 1) Airspeed indicator; 2) Altimeter; 3) Magnetic direction indicator; 4) Tachometer for each engine; 5) Oil pressure gauge for each engine using pressure system; 6) Temperature gauge for each liquid-cooled engine; 7) Oil temperature gauge for each air-cooled engine; 8) Manifold pressure gauge for each altitude engine; 9) Fuel gauge indicating the quantity of fuel in each tank; 10) Landing gear position indicator, if the aircraft has a retractable landing gear; 11) For small civil airplanes certificated after March 11, 1996, in accordance with part 23 of this chapter, an approved aviation red or aviation white anticollision light system. In the event of failure of any light of the anti collision light system, operation of the aircraft may continue to a location where repairs or replacement can be made; 12) If the aircraft is operated for hire over water and beyond power-off gliding from shore, approved flotation gear readily available to each occupant and at least one pyrotechnic signaling device. As used in this section, "shore" means that area of the land adjacent to the water which is above the high water mark and excludes land areas which are intermittently under water. 13) An approved safety belt with an approved metal-to-metal latching device for each occupant 2 years of age or older. 14) For small civil airplanes manufactured after July 18, 1978, an approved shoulder harness for each front seat. The shoulder harness must be designed to protect the occupant from serious head injury when the occupant experiences the 	<p>All equipment specified for Day VFR, as applicable to a turbine engine aircraft is included in the baseline configuration RAL-100-0001; except for Items:</p> <p>(1) - (10) are part of the baseline green configuration.;</p> <p>(11) The Challenger 300 is a large transport category airplane type certificated under Part 25. Anti collision lighting system is provided as part of the baseline green configuration.</p> <p>(12) Part of Ferry Kit for green a/c. Completion center to address for completed aircraft.;</p> <p>(13) Completion center to address for completed aircraft.;</p> <p>(14) The Challenger 300 is a large transport category airplane type certificated under Part 25. Green a/c configuration completed for pilots seats only. Completion center to re-address for completed aircraft.;</p> <p>(15) ELT part of the green a/c configuration.;</p> <p>(16) The Challenger 300 is a large transport category airplane type certificated under Part 25. Completion center to address for Cabin Seats.</p> <p>(17) Not Applicable. The Challenger 300 is a fixed wing airplane.</p>	

ultimate inertia forces specified in 23.561(b)(2) of this chapter. Each shoulder harness installed at a flight crewmember station must permit the crewmember, when seated and with the safety

belt and shoulder harness fastened, to perform all functions necessary for flight operations. For purposes of this paragraph --

i) The date of manufacture of an airplane is the date the inspection acceptance records reflect that the airplane is complete and meets the FAA-approved type design data; and

ii) A front seat is a seat located at a flight crewmember station or any seat located alongside such a seat.

15) An emergency locator transmitter if required by 91.207.

16) For normal, utility, and acrobatic category airplanes with a seating configuration, excluding pilot seats, of 9 or less, manufactured after December 12, 1986, a shoulder harness for

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i) Each front seat that meets the requirements of 23.785 (g) and (h) of this chapter in effect on December 12, 1985;

ii) Each additional seat that meets the requirements of 23.785 (g) of this chapter in effect on December 12, 1985;

17) For rotorcraft manufactured after September 16, 1992, a shoulder harness for each seat that meets the requirements of 27.2 or 29.2 of this chapter in effect on September 16, 1991.

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.205(c)	<p>Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements</p> <p>Visual flight rules (night). For VFR flight at night, the following instruments and equipment are required:</p> <p>(1) Instruments and equipment specified in paragraph (b) of this section.</p> <p>(2) Approved position lights</p> <p>(3) An approved aviation red or aviation white anti-collision light on all U.S.- registered civil aircraft. Anti-collision light systems initially installed after August 11, 1971, on aircraft for which a type certificate was issued or applied for before August 11, 1971, must at least meet the anti-collision light standards of part 23, 25, 27, or 29 of this chapter, as applicable, that were in effect on August 10, 1971, except that the color may be either aviation red or aviation white. In the event of failure of any light of the anti-collision light system, operations with the aircraft may be continued to a stop where repairs or replacement can be made.</p> <p>(4) If the aircraft is operated for hire, one electric landing light.</p> <p>(5) An adequate source of electrical energy for all installed electrical and radio equipment.</p> <p>(6) One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.</p>	<p>All equipment specified for Night VFR, Items (2) thru (6) are included in the baseline configuration RAL-100-0001, except for:</p> <p>Item (6) - Spare fuses are not provided since all re-settable circuits by the flight crew are protected by circuit breakers.</p>	
91.205(d)	<p>Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements</p> <p>Instrument flight rules. For IFR flight, the following instruments and equipment are required:</p> <p>(1) Instruments and equipment specified in paragraph (b) of this section, and, for night flight, instruments and equipment specified in paragraph (c) of this section.</p> <p>(2) Two-way radio communications system and navigational</p>	<p>All equipment specified for IFR flight, Items (2) thru (9) are included in the baseline configuration RAL-100-0001.</p>	

equipment appropriate to the ground facilities to be used.

(3) Gyroscopic rate-of-turn indicator, except on the following aircraft:

(i) Airplanes with a third attitude instrument system usable through flight attitude of 360 degrees of pitch and roll and installed in accordance with the instrument requirements prescribed in 121.305 (j) of this chapter; and

(ii) Rotorcraft with a third attitude instrument system usable through flight attitudes of +/-80 degrees of pitch and +/-120 degrees of roll and installed in accordance with 29.1303 (g) of this chapter.

(4) Slip-skid indicator

(5) Sensitive altimeter adjustable for barometric pressure

(6) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.

(7) Generator or alternator of adequate capacity

(8) Gyroscopic pitch and bank indicator (artificial horizon)

(9) Gyroscopic direction indicator (directional gyro or equivalent)

91.205(e)

Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements

Flight at and above 24,000 ft MSL (FL 240). If VOR navigational equipment is required under paragraph (d)(2) of this section, no person may operate a U.S. registered civil aircraft within the 50 states and the District of Columbia at or above FL 240 unless that aircraft is equipped with approved distance measuring equipment (DME). When DME required by this paragraph fails at and above FL 240, the pilot in command of the aircraft shall notify ATC immediately, and then may continue operations at and above FL 240 to the next airport of intended landing at which repairs or replacement of the equipment can be made.

One DME system is provided as part of the baseline configuration RAL-100-0001.

91.205(f)

Category II operations. The requirements for Category II operations are the instruments and equipment specified in --
(1) Paragraph (d) of this section; and
(2) Appendix A to this part.

Not applicable at this time. Certification for Cat II operations will be conducted after initial Type Certification. Instruments and equipment are part of baseline Green Aircraft Configuration.

91.205(g)

Category III operations. The instruments and equipment required for Category III operations are specified in paragraph (d) of this section.

Aircraft will not address Cat III operations.

91.205(h)

Exclusions. Paragraph (f) and (g) of this section do not apply to operations conducted by a holder of a certificate issued under part 121 or part 135 of this chapter.

Part (f) & (g) are addressed for operators of Certificate holders under Part 91.

91.215(a)

ATC Transponder and Altitude Reporting Equipment and Use

All airspace: U.S.- registered civil aircraft. For operations not conducted under part 121 or 135 of this chapter, ATC transponder equipment installed must meet the performance and environmental requirements of any class of TSO-C74b (Mode A) or any class of TSO-C74c (Mode A with altitude reporting capability) as appropriate, or the appropriate class of TSO-C112 (Mode S)

Aircraft/Operators conducts operation under Part 91 Mode S transponder is part of the baseline green A/C configuration.

91.215(b)

ATC Transponder and Altitude Reporting Equipment and Use

All airspace. Unless otherwise authorized or directed by ATC, no person may operate an aircraft in the airspace described in paragraphs (b)(1) through (b)(5) of this section, unless that aircraft is equipped with an operable coded radar beacon transponder having either Mode 3/A 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC, or a Mode S capability, replying to Mode 3/A interrogations with the code specified by ATC and intermode and Mode S interrogations in accordance with the applicable provisions specified in TSO C-112, and that aircraft is equipped with automatic pressure altitude reporting equipment having a Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100-foot increments. This requirement applies --

Operator's responsibility. The green aircraft is equipped with a transponder that complies with this requirement.

(1) All aircraft. In Class A, Class B, and Class C airspace areas;

(2) All aircraft. In all airspace within 30 nautical miles of an airport listed in appendix D, section 1 of this part from the surface upward to 10,000 feet MSL;

(3) Notwithstanding paragraph (b)(2) of this section, any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon or glider may conduct operations in the airspace within 30 nautical miles of an airport listed in appendix D, section 1 of this part provided such operations are conducted -
(i) Outside any Class A, Class B, or Class C airspace area; and

(ii) Below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower; and

(4) All aircraft in all airspace above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL; and

(5) All aircraft except any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon, or glider -- --

(i) In all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and

(ii) In the airspace from the surface to 10,000 feet MSL within a 10-nautical-mile radius of any airport listed in appendix D, section 2 of this part, excluding the airspace below 1,200 feet outside of the lateral boundaries of the surface area of the airspace designated for that airport.

91.215(c)

Transponder-on operation . While in the airspace as specified in paragraph (b) of this section or in all controlled airspace, each person operating an aircraft equipped with an operable ATC transponder maintained in accordance with 91.413 of this part shall operate the transponder, including Mode C Operator's responsibility.

equipment if installed, and shall reply on the appropriate code or as assigned by ATC.

91.215(d) **ATC Transponder and Altitude Reporting Equipment and Use**

ATC authorized deviations. Requests for ATC authorized deviations must be made to the ATC facility having jurisdiction over the concerned airspace within the time periods specified as follows:

Operator's responsibility.

(1) For operation of an aircraft with an operating transponder but without operating automatic pressure attitude reporting equipment having a Mode C capability, the request may be made at any time.

(2) For operation of an aircraft with an inoperative transponder to the airport of ultimate destination including any intermediate stops, or to proceed to a place where suitable repairs can be made at any time.

(3) For operation of an aircraft that is not equipped with a transponder, the request must be made at least one hour before the proposed operation. (Approved by the Office of Management and Budget under control number 2120-0005)

91.217 **Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference**

No person may operate any automatic pressure altitude reporting equipment associated with a radar beacon transponder --

91.217(a)

When deactivation of that equipment is directed by ATC;

Operator's responsibility

Operational Acceptability for FAR PARTS 91/

91.217(b)

Data correspondence between automatically reported pressure altitude data and the pilot's altitude reference

Unless, as installed, that equipment was tested and calibrated to transmit altitude data corresponding within 125 feet (on a 95 percent probability basis) of the indicated or calibrated datum of the altimeter normally used to maintain flight altitude, with that altimeter referenced to 29.92 inches of mercury for altitudes from sea level to the maximum operating altitude of the aircraft; or

Mode C altitude - encoding equipment capable of transmitting altitude with at least 125-foot accuracy is provided in the baseline configuration RAL-100-0001.

Periodic testing and calibration is an operator responsibility.

91.217(c)

Unless the altimeters and digitizers in that equipment meet the standards of TSO-C10b and TSO-C88, respectively.

Altimeters conform to TSO-C10b and TSO-C88

91.219(a)

Altitude alerting system or device: Turbojet-powered civil airplanes

Except as provided in paragraph (d) of this section, no person may operate a turbojet-powered U.S.-registered civil airplane unless that airplane is equipped with an approved altitude alerting system or device that is in operable condition and meets the requirements of paragraph (b) of this section.

Operator's responsibility

91.219(b)

Altitude alerting system or device: Turbojet-powered civil airplanes

Each altitude alerting system or device required by paragraph (a) of this section must be able to --

(1) Alert the pilot --

(i) Upon approaching a preselected altitude in either ascent or descent, by a sequence of both aural and visual signals in sufficient time to establish level flight at that preselected altitude; or

(ii) Upon approaching a preselected altitude in either ascent or descent, by a sequence of visual signals in sufficient time to establish level flight at that preselected altitude, and when deviating above and below that preselected altitude, by an aural signal;

(2) Provide the required signals from sea level to the highest operating altitude approved for the airplane in which it is installed;

(3) Preselect altitudes in increments that are commensurate with the altitudes at which the aircraft is operated;

Operator's responsibility.

- (4) Be tested without special equipment to determine proper operation of the alerting signals; and
- (5) Accept necessary barometric pressure settings if the system or device operates on barometric pressure. However, for operation below 3,000 feet AGL, the system or device need only provide one signal, either visual or aural, to comply with this paragraph. A radio altimeter may be included to provide the signal if the operator has an approved procedure for its use to determine DH or MDA, as appropriate.

91.219(c)

Each operator to which this section applies must establish and assign procedures for the use of the altitude alerting system or device and each flight crewmember must comply with those procedures assigned to him.

A enhanced GPWS (TSO C92/C117) which complies with Requirements (1) thru (5) is included in the baseline configuration RAL-100-0001. The enhanced portion of the EGPWS will be certified after initial type cert

Operator's responsibility to maintain system in an operable condition.

91.219(d)

Altitude alerting system or device: Turbojet-powered civil airplanes

Paragraph (a) of this section does not apply to any operation of an airplane that has an experimental certificate or to the operation of any airplane for the following purposes:

- (1) Ferrying a newly acquired airplane from the place where possession of it was taken to a place where the altitude alerting system or device is to be installed.
- (2) Continuing a flight as originally planned, if the altitude alerting system or device becomes inoperative after the airplane has taken off; however, the flight may not depart from a place where repair or replacement can be made.
- (3) Ferrying an airplane with any inoperative altitude alerting system or device from a place where repairs or replacements cannot be made to a place where it can be made.
- (4) Conducting an airworthiness flight test of the airplane.
- (5) Ferrying an airplane to a place outside the United States for the purpose of registering it in a foreign country.
- (6) Conducting a sales demonstration of the operation of the airplane.

Operator's responsibility.

(7) Training foreign flight crews in the operation of the airplane before ferrying it to a place outside the United States for the purpose of registering it in a foreign country.

91.409(a)

Inspections

Except as provided in paragraph (c) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had --

- (1) An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by § 43.7 of this chapter; or
- (2) An inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter. No inspection performed under paragraph (b) of this section may be substituted for any inspection required by this paragraph unless it is performed by a person authorized to perform annual inspections and is entered as an "annual" inspection in the required maintenance records.

Operator's responsibility.

An approved maintenance schedule as per the Maintenance Review Board (MRB) Report, derived from the MSG-3 process, and an Aircraft Maintenance Manual complying with FAR 25.1529 & Appendix H are provided to each operator. These documents reflect the green aircraft as designed by Bombardier Aerospace and supplemented by Completion Center additions.

91.409(b)

Except as provided in paragraph (c) of this section, no person may operate an aircraft carrying any person (other than a crewmember) for hire, and no person may give flight instruction for hire in an aircraft which that person provides, unless within the preceding 100 hours of time in service the aircraft has received an annual or 100-hour inspection and been approved for return to service in accordance with part 43 of this chapter or has received an inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter. The 100-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service.

91.409(c)

Inspections

Paragraphs (a) and (b) of this section do not apply to --

- (1) An aircraft that carries a special flight permit, a current experimental certificate, or a provisional airworthiness certificate;
- (2) An aircraft inspected in accordance with an approved

aircraft inspection program under part 125 or 135 of this chapter and so identified by the registration number in the operations specifications of the certificate holder having the approved inspection program;

(3) An aircraft subject to the requirements of paragraph (d) or (e) of this section; or

(4) Turbine-powered rotorcraft when the operator elects to inspect that rotorcraft in accordance with paragraph (e) of this section.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.409(d)	<p>Inspections</p> <p>Progressive inspection. Each registered owner or operator of an aircraft desiring to use a progressive inspection program must submit a written request to the FAA Flight Standards district office having jurisdiction over the area in which the applicant is located, and shall provide --</p> <p>(1) A certificated mechanic holding an inspection authorization, a certificated airframe repair station, or the manufacturer of the aircraft to supervise or conduct the progressive inspection;</p> <p>(2) A current inspection procedures manual available and readily understandable to pilot and maintenance personnel containing, in detail --</p> <p>(i) An explanation of the progressive inspection, including the continuity of inspection responsibility, the making of reports, and the keeping of records and technical reference material;</p> <p>(ii) An inspection schedule, specifying the intervals in hours or days when routine and detailed inspections will be performed and including instructions for exceeding an inspection interval by not more than 10 hours while en route and for changing an inspection interval because of service experience;</p> <p>(iii) Sample routine and detailed inspection forms and instructions for their use; and</p> <p>(iv) Sample reports and records and instructions for their use;</p> <p>(3) Enough housing and equipment for necessary disassembly and proper inspection of the aircraft; and</p> <p>(4) Appropriate current technical information for the aircraft. The frequency and detail of the progressive inspection shall provide for the complete inspection of the aircraft within each 12 calendar months and be consistent with the manufacturer's recommendations, field service experience, and the kind of operation in which the aircraft is engaged. The progressive inspection schedule must ensure that the aircraft, at all times, will be airworthy and will conform to all applicable FAA</p>		

aircraft specifications, type certificate data sheets, airworthiness directives, and other approved data. If the progressive inspection is discontinued, the owner or operator shall immediately notify the local FAA Flight Standards district office, in writing, of the discontinuance. After the discontinuance, the first annual inspection under § 91.409(a)(1) is due within 12 calendar months after the last complete inspection of the aircraft under the progressive inspection. The 100-hour inspection under § 91.409(b) is due within 100 hours after that complete inspection. A complete inspection of the aircraft, for the purpose of determining when the annual and 100-hour inspections are due, requires a detailed inspection of the aircraft and all its components in accordance with the progressive inspection. A routine inspection of the aircraft and a detailed inspection of several components is not considered to be a complete inspection.

91.409(e)

Large airplanes (to which part 125 is not applicable), turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine-powered rotorcraft. No person may operate a large airplane, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of § 91.409(a), (b), (c), or (d) in lieu of an inspection option of § 91.409(f).

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.409(f)	<p>Inspections</p> <p>Selection of inspection program under paragraph (e) of this section. The registered owner or operator of each airplane or turbine-powered rotorcraft described in paragraph (e) of this section must select, identify in the aircraft maintenance records, and use one of the following programs for the inspection of the aircraft:</p> <p>(1) A continuous airworthiness inspection program that is part of a continuous airworthiness maintenance program currently in use by a person holding an air carrier operating certificate or an operating certificate issued under part 121 or 135 of this chapter and operating that make and model aircraft under part 121 of this chapter or operating that make and model under part 135 of this chapter and maintaining it under § 135.411(a)(2) of this chapter.</p> <p>(2) An approved aircraft inspection program approved under § 135.419 of this chapter and currently in use by a person holding an operating certificate issued under part 135 of this chapter.</p> <p>(3) A current inspection program recommended by the manufacturer.</p> <p>(4) Any other inspection program established by the registered owner or operator of that airplane or turbine-powered rotorcraft and approved by the Administrator under paragraph (g) of this section. However, the Administrator may require revision of this inspection program in accordance with the provisions of § 91.415. Each operator shall include in the selected program the name and address of the person responsible for scheduling the inspections required by the program and make a copy of that program available to the person performing inspections on the aircraft and, upon request, to the Administrator.</p>		

Operational Acceptability for FAR PARTS 91/135

RAZ-BA100-106

BD - 100 - Compliance Checklist

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.409(g)	<p>Inspections</p> <p>Inspection program approved under paragraph (e) of this section. Each operator of an airplane or turbine-powered rotorcraft desiring to establish or change an approved inspection program under paragraph (f)(4) of this section must submit the program for approval to the local FAA Flight Standards district office having jurisdiction over the area in which the aircraft is based. The program must be in writing and include at least the following information:</p> <p>(1) Instructions and procedures for the conduct of inspections for the particular make and model airplane or turbine-powered rotorcraft, including necessary tests and checks. The instructions and procedures must set forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including survival and emergency equipment required to be inspected.</p> <p>(2) A schedule for performing the inspections that must be performed under the program expressed in terms of the time in service, calendar time, number of system operations, or any combination of these.</p>		
91.409(h)	<p>Changes from one inspection program to another. When an operator changes from one inspection program under paragraph (f) of this section to another, the time in service, calendar times, or cycles of operation accumulated under the previous program must be applied in determining inspection due times under the new program.</p>		

Operational Acceptability for FAR PARTS 91/135

RAZ-BA100-106

BD - 100 - Compliance Checklist

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.411(a)	<p>Altimeter system and altitude reporting equipment tests and inspections</p> <p>No person may operate an airplane, or helicopter, in controlled airspace under IFR unless --</p> <p>(1) Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system has been tested and inspected and found to comply with appendix E of part 43 of this chapter;</p> <p>(2) Except for the use of system drain and alternate static pressure valves, following any opening and closing of the static pressure system, that system has been tested and inspected and found to comply with paragraph (a), appendices E and F, of part 43 of this chapter; and</p> <p>(3) Following installation or maintenance on the automatic pressure altitude reporting system of the ATC transponder where data correspondence error could be introduced, the integrated system has been tested, inspected, and found to comply with paragraph (c), appendix E, of part 43 of this chapter.</p>	<p>The Maintenance Manual includes the tests and inspections required by Appendix E of FAR 43. The FAR 43 tests and inspections are conducted as a part of the Canadair Functional Test Plan for each aircraft prior to delivery.</p>	<p>Operator responsible for conducting tests and inspections.</p>
91.411(b)	<p>The tests required by paragraph (a) of this section must be conducted by -- (1) The manufacturer of the airplane, or helicopter, on which the tests and inspections are to be performed; (2) A certificated repair station properly equipped to perform those functions and holding-- (i) An instrument rating, Class I; (ii) A limited instrument rating appropriate to the make and model of appliance to be tested; (iii) A limited rating appropriate to the test to be performed; (iv) An airframe rating appropriate to the airplane, or helicopter, to be tested; (v) A limited rating for a manufacturer issued for the appliance in accordance with 145.101(b)(4) of this chapter; (3) A</p>		

certificated mechanic with an airframe rating (static pressure system tests and inspections only);

91.411(c) **Altimeter system and altitude reporting equipment tests and inspections**

Altimeter and altitude reporting equipment approved under Technical Standard Orders are considered to be tested and inspected as of the date of their manufacture.

91.411(d)

No person may operate an airplane, or helicopter, in controlled airspace under IFR at an altitude above the maximum altitude at which all altimeters and the automatic altitude reporting system of that airplane, or helicopter, have been tested.

91.413(a) **ATC transponder tests and inspections**

No persons may use an ATC transponder that is specified in 91.215(a), 121.345(c), or § 135.143(c) of this chapter unless, within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with appendix F of part 43 of this chapter; and

The Maintenance Manual includes the tests and inspections required by Appendix E of FAR 43. The FAR 43 tests and inspections are conducted as a part of the Canadair Functional Test Plan for each aircraft prior to delivery.

Operator responsible for conducting tests and inspections.

91.413(b)

Following any installation or maintenance on an ATC transponder where data correspondence error could be introduced, the integrated system has been tested, inspected, and found to comply with paragraph (c), appendix E, of part 43 of this chapter.

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

RAZ-BA100-106

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.413(c)	<p>ATC transponder tests and inspections</p> <p>The tests and inspections specified in this section must be conducted by --</p> <p>(1) A certificated repair station properly equipped to perform those functions and holding --</p> <p>(i) A radio rating, Class III;</p> <p>(ii) A limited radio rating appropriate to the make and model transponder to be tested;</p> <p>(iii) A limited rating appropriate to the test to be performed;</p> <p>(iv) A limited rating for a manufacturer issued for the transponder in accordance with § 145.101(b)(4) of this chapter; or</p> <p>(2) A holder of a continuous airworthiness maintenance program as provided in part 121 or § 135.411(a)(2) of this chapter; or</p> <p>(3) The manufacturer of the aircraft on which the transponder to be tested is installed, if the transponder was installed by that manufacturer.</p>		
91.503(a)	<p>Flying equipment and operating information</p> <p>The pilot in command of an airplane shall ensure that the following flying equipment and aeronautical charts and data, in current and appropriate form, are accessible for each flight at the pilot station of the airplane:</p> <p>(1) A flashlight having at least two size "D" cells, or the equivalent, that is in good working order.</p> <p>(2) A cockpit checklist containing the procedures required by paragraph (b) of this section.</p> <p>(3) Pertinent aeronautical charts.</p> <p>(4) For IFR, VFR over-the-top, or night operations, each pertinent navigational en route, terminal area, and approach and letdown chart.</p> <p>(5) In the case of multiengine airplanes, one-engine inoperative climb performance data.</p>	<p>Operator's responsibility.</p> <p>The green aircraft includes the following:</p> <ul style="list-style-type: none"> - Flashlight - Checklist & QRH - AFM Performance Chart 	

Operational Acceptability for FAR PARTS 91/135

RAZ-BA100-106

BD - 100 - Compliance Checklist

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.503(b)	<p>Flying equipment and operating information</p> <p>Each cockpit checklist must contain the following procedures and shall be used by the flight crewmembers when operating the airplane:</p> <ul style="list-style-type: none"> (1) Before starting engines. (2) Before takeoff. (3) Cruise. (4) Before landing. (5) After landing. (6) Stopping engines. (7) Emergencies. 	Cockpit Checklist provided in the green aircraft addresses items 1 to 7	
91.503(c)	<p>Each emergency cockpit checklist procedure required by paragraph (b)(7) of this section must contain the following procedures, as appropriate:</p> <ul style="list-style-type: none"> (1) Emergency operation of fuel, hydraulic, electrical, and mechanical systems. (2) Emergency operation of instruments and controls. (3) Engine inoperative procedures. (4) Any other procedures necessary for safety. 	Operator's responsibility.	Checklists are provided in the Airplane Flight Manual / Flight Crew Operating Manual.
91.503(d)	The equipment, charts, and data prescribed in this section shall be used by the pilot in command and other members of the flight crew, when pertinent.	Operator's responsibility.	
91.603	<p>Aural speed warning device</p> <p>No person may operate a transport category airplane in air commerce unless that airplane is equipped with an aural speed warning device that complies with § 25.1303(c)(1).</p>	Speed warning devices which comply with FAR 25.1303(c)(1) are included in the baseline configuration RAL-100-0001.	

Operational Acceptability for FAR PARTS 91/135

RAZ-BA100-106

BD - 100 - Compliance Checklist

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.609(a)	<p>Flight recorders and cockpit voice recorders</p> <p>No holder of an air carrier operating certificate or an operating certificate may conduct any operation under this part with an aircraft listed in the holder's operations specifications or current list of aircraft used in air transportation unless that aircraft complies with any applicable flight recorder and cockpit voice recorder requirements of the part under which its certificate is issued except that the operator may --</p> <p>(1) Ferry an aircraft with an inoperative flight recorder or cockpit voice recorder from a place where repair or replacement cannot be made to a place where they can be made;</p> <p>(2) Continue a flight as originally planned, if the flight recorder or cockpit voice recorder becomes inoperative after the aircraft has taken off;</p> <p>(3) Conduct an airworthiness flight test during which the flight recorder or cockpit voice recorder is turned off to test it or to test any communications or electrical equipment installed in the aircraft; or</p> <p>(4) Ferry a newly acquired aircraft from the place where possession of it is taken to a place where the flight recorder or cockpit voice recorder is to be installed.</p>		<p>A digital flight data recorder conforming to TSO C124 is included in the baseline configuration RAL-100-0001, in accordance with FAR 25.1459. The FDR will be fully operational prior to aircraft entry into service.</p>

Operational Acceptability for FAR PARTS 91/135

RAZ-BA100-106

BD - 100 - Compliance Checklist

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.609(b)	<p>Flight recorders and cockpit voice recorders</p> <p>Notwithstanding paragraphs (c) and (e) of this section, an operator other than the holder of an air carrier or a commercial operator certificate may --</p> <p>(1) Ferry an aircraft with an inoperative flight recorder or cockpit voice recorder from a place where repair or replacement cannot be made to a place where they can be made;</p> <p>(2) Continue a flight as originally planned if the flight recorder or cockpit voice recorder becomes inoperative after the aircraft has taken off;</p> <p>(3) Conduct an airworthiness flight test during which the flight recorder or cockpit voice recorder is turned off to test it or to test any communications or electrical equipment installed in the aircraft;</p> <p>(4) Ferry a newly acquired aircraft from a place where possession of it was taken to a place where the flight recorder or cockpit voice recorder is to be installed; or</p> <p>(5) Operate an aircraft:</p> <p>(i) For not more than 15 days while the flight recorder and/or cockpit voice recorder is inoperative and/or removed for repair provided that the aircraft maintenance records contain an entry that indicates the date of failure, and a placard is located in view of the pilot to show that the flight recorder or cockpit voice recorder is inoperative.</p> <p>(ii) For not more than an additional 15 days, provided that the requirements in paragraph (b)(5)(i) are met and that a certificated pilot, or a certificated person authorized to return an aircraft to service under § 43.7 of this chapter, certifies in the aircraft maintenance records that additional time is required to complete repairs or obtain a replacement unit</p>	Operator's responsibility. The green aircraft has an approved MMEL.	

Operational Acceptability for FAR PARTS 91/135 RAZ-BA100-106
BD - 100 - Compliance Checklist

Issue: --

Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.609(c)	<p>Flight recorders and cockpit voice recorders</p> <p>No person may operate a U.S. civil registered, multiengine, turbine-powered airplane or rotorcraft having a passenger seating configuration, excluding any pilot seats of 10 or more that has been manufactured after October 11, 1991, unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data and a method of readily retrieving that data from the storage medium, that are capable of recording the data specified in appendix E to this part, for an airplane, or appendix F to this part, for a rotorcraft, of this part within the range, accuracy, and recording interval specified, and that are capable of retaining no less than 8 hours of aircraft operation.</p>	<p>Operator's responsibility.</p> <p>The green aircraft is equipped with a CVR which meets this requirement.</p>	
91.609(d)	<p>Whenever a flight recorder, required by this section, is installed, it must be operated continuously from the instant the airplane begins the takeoff roll or the rotorcraft begins lift-off until the airplane has completed the landing roll or the rotorcraft has landed at its dest</p>	<p>Operator's responsibility.</p> <p>The green aircraft is equipped with a CVR which meets this requirement.</p>	

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

RAZ-BA100-106
Issue: --
Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.609(e)	<p>Flight recorders and cockpit voice recorders</p> <p>Unless otherwise authorized by the Administrator, after October 11, 1991, no person may operate a U.S. civil registered multiengine, turbine-powered airplane or rotorcraft having a passenger seating configuration of six passengers or more and for which two pilots are required by type certification or operating rule unless it is equipped with an approved cockpit voice recorder that:</p> <p>(1) Is installed in compliance with § 23.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); § 25.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); § 27.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g); or § 29.1457(a) (1) and (2), (b), (c), (d), (e), (f), and (g) of this chapter, as applicable; and</p> <p>(2) Is operated continuously from the use of the checklist before the flight to completion of the final checklist at the end of the flight.</p>	<p>The green aircraft configuration complies with the applicable regulations of part 25 for CVR.</p>	
91.609(f)	<p>In complying with this section, an approved cockpit voice recorder having an erasure feature may be used, so that at any time during the operation of the recorder, information recorded more than 15 minutes earlier may be erased or otherwise obli</p>	<p>The CVR installed in the green aircraft complies.</p>	

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

RAZ-BA100-106
Issue: --
Date: March 2003

FAR	REQUIREMENT	COMPLIANCE	REMARKS
91.609(g)	<p>Flight recorders and cockpit voice recorders</p> <p>In the event of an accident or occurrence requiring immediate notification to the National Transportation Safety Board under part 830 of its regulations that results in the termination of the flight, any operator who has installed approved flight recorders and approved cockpit voice recorders shall keep the recorded information for at least 60 days or, if requested by the Administrator or the Board, for a longer period. Information obtained from the record is used to assist in determining the cause of accidents or occurrences in connection with the investigation under part 830. The Administrator does not use the cockpit voice recorder record in any civil penalty or certifica</p>	Operator's responsibility.	
91.App A	<p>Category II Operations: Manual, Instruments, Equipment, and Maintenance</p> <p>1. Category II Manual</p> <p>(a) Application for approval. An applicant for approval of a Category II manual or an amendment to an approved Category II manual must submit the proposed manual or amendment to the Flight Standards District Office having jurisdiction of the area in which the applicant is located. If the application requests an evaluation program, it must include the following:</p> <p>(1) The location of the aircraft and the place where the demonstrations are to be conducted; and</p> <p>(2) The date the demonstrations are to commence (at least 10 days after filing the application).</p> <p>(b) Contents. Each Category II manual must contain:</p> <p>(1) The registration number, make, and model of the aircraft to which it applies;</p> <p>(2) A maintenance program as specified in section 4 of this appendix; and</p>	<p>Certification for Category II operations will be conducted after initial Type certification. An approved Airplane Flight Manual , including procedures, instructions and limitations will be provided with each aircraft. A maintenance Document, derived from MSG-3 process, and an aircraft Maintenance Manual are provided with each aircraft.</p>	

(3) The procedures and instructions related to recognition of decision height, use of runway visual range information, approach monitoring, the decision region (the region between the middle marker and the decision height), the maximum permissible deviations of the basic ILS indicator within the decision region, a missed approach, use of airborne low approach equipment, minimum altitude for the use of the autopilot, instrument and equipment failure warning systems, instrument failure, and other procedures, instructions, and limitations that may be found necessary by the Administrator.

2. Required Instruments and Equipment

The instruments and equipment listed in this section must be installed in each aircraft operated in a Category II operation. This section does not require duplication of instruments and equipment required by § 91.205 or any other provisions of this chapter.

(a) Group I. (1) Two localizer and glide slope receiving systems. Each system must provide a basic ILS display and each side of the instrument panel must have a basic ILS. However, a single localizer antenna and a single glide slope antenna may be used.

(2) A communications system that does not affect the operation of at least one of the ILS systems.

(3) A marker beacon receiver that provides distinctive aural and visual indications of the outer and the middle markers.

(4) Two gyroscopic pitch and bank indicating systems.

(5) Two gyroscopic direction indicating systems.

(6) Two airspeed indicators.

(7) Two sensitive altimeters adjustable for barometric pressure, each having a placarded correction for altimeter scale error and for the wheel height of the aircraft. After June 26, 1979, two sensitive altimeters adjustable for barometric pressure, having markings at 20-foot intervals and each having a placarded correction for altimeter scale error and for the wheel height of the aircraft.

(8) Two vertical speed indicators.

(9) A flight control guidance system that consists of either an automatic approach coupler or a flight director system. A flight director system must display computed information as steering command in relation to an ILS localizer and, on the same instrument, either computed information as pitch command in relation to an ILS glide slope or basic ILS glide

slope information. An automatic approach coupler must provide at least automatic steering in relation to an ILS localizer. The flight control guidance system may be operated from one of the receiving systems required by subparagraph (1) of this paragraph.

(10) For Category II operations with decision heights below 150 feet either a marker beacon receiver providing aural and visual indications of the inner marker or a radio altimeter.

(b) Group II. (1) Warning systems for immediate detection by the pilot of system faults in items (1), (4), (5), and (9) of Group I and, if installed for use in Category III operations, the radio altimeter and autothrottle system.

(2) Dual controls.

(3) An externally vented static pressure system with an alternate static pressure source.

(4) A windshield wiper or equivalent means of providing adequate cockpit visibility for a safe visual transition by either pilot to touchdown and rollout.

(5) A heat source for each airspeed system pitot tube installed or an equivalent means of preventing malfunctioning due to icing of the pitot system.

3. Instruments and Equipment Approval

(a) General. The instruments and equipment required by section 2 of this appendix must be approved as provided in this section before being used in Category II operations.

Before presenting an aircraft for approval of the instruments and equipment, it must be shown that since the beginning of the 12th calendar month before the date of submission --

(1) The ILS localizer and glide slope equipment were bench checked according to the manufacturer's instructions and found to meet those standards specified in RTCA Paper 23-63/DO-117 dated March 14, 1963, "Standard Adjustment Criteria for Airborne Localizer and Glide Slope Receivers," which may be obtained from the RTCA Secretariat, 1425 K St., NW., Washington, DC 20005.

(2) The altimeters and the static pressure systems were tested and inspected in accordance with appendix E to part 43 of this chapter; and

(3) All other instruments and items of equipment specified in section 2(a) of this appendix that are listed in the proposed maintenance program were bench checked and found to meet the manufacturer's specifications.

(b) Flight control guidance system. All components of the

flight control guidance system must be approved as installed by the evaluation program specified in paragraph (e) of this section if they have not been approved for Category III operations under applicable type or supplemental type certification procedures. In addition, subsequent changes to make, model, or design of the components must be approved under this paragraph. Related systems or devices, such as the autothrottle and computed missed approach guidance

(3) An externally vented static pressure system with an must be approved in the same manner if they are to be used for Category II operations.

(c) Radio altimeter. A radio altimeter must meet the performance criteria of this paragraph for original approval and after each subsequent alteration.

(1) It must display to the flight crew clearly and positively the wheel height of the main landing gear above the terrain.

(2) It must display wheel height above the terrain to an accuracy of plus or minus 5 feet or 5 percent, whichever is greater, under the following conditions:

(i) Pitch angles of zero to plus or minus 5 degrees about the mean approach attitude.

(ii) Roll angles of zero to 20 degrees in either direction.

(iii) Forward velocities from minimum approach speed up to 200 knots.

(iv) Sink rates from zero to 15 feet per second at altitudes from 100 to 200 feet.

(3) Over level ground, it must track the actual altitude of the aircraft without significant lag or oscillation.

(4) With the aircraft at an altitude of 200 feet or less, any abrupt change in terrain representing no more than 10 percent of the aircraft's altitude must not cause the altimeter to unlock, and indicator response to such changes must not exceed 0.1 seconds and, in addition, if the system unlocks for greater changes, it must reacquire the signal in less than 1 second.

(5) Systems that contain a push-to-test feature must test the entire system (with or without an antenna) at a simulated altitude of less than 500 feet.

(6) The system must provide to the flight crew a positive failure warning display any time there is a loss of power or an absence of ground return signals within the designed range of operating altitudes.

(d) Other instruments and equipment. All other instruments

and items of equipment required by § 2 of this appendix must be capable of performing as necessary for Category II operations. Approval is also required after each subsequent alteration to these instruments and items of equipment.

(e) Evaluation program -- (1) Application. Approval by evaluation is requested as a part of the application for approval of the Category II manual.

(2) Demonstrations. Unless otherwise authorized by the Administrator, the evaluation program for each aircraft requires the demonstrations specified in this paragraph. At least 50 ILS approaches must be flown with at least five approaches on each of three different ILS facilities and no more than one half of the total approaches on any one ILS facility. All approaches shall be flown under simulated instrument conditions to a 100-foot decision height and 90 percent of the total approaches made must be successful. A successful approach is one in which --

(i) At the 100-foot decision height, the indicated airspeed and heading are satisfactory for a normal flare and landing (speed must be plus or minus 5 knots of programmed airspeed, but may not be less than computed threshold speed if autothrottles are used);

(ii) The aircraft at the 100-foot decision height, is positioned so that the cockpit is within, and tracking so as to remain within, the lateral confines of the runway extended;

(iii) Deviation from glide slope after leaving the outer marker does not exceed 50 percent of full-scale deflection as displayed on the ILS indicator;

(iv) No unusual roughness or excessive attitude changes occur after leaving the middle marker; and

(v) In the case of an aircraft equipped with an approach coupler, the aircraft is sufficiently in trim when the approach coupler is disconnected at the decision height to allow for the continuation of a normal approach and landing.

(3) Records. During the evaluation program the following information must be maintained by the applicant for the aircraft with respect to each approach and made available to the Administrator upon request:

(i) Each deficiency in airborne instruments and equipment that prevented the initiation of an approach.

- (ii) The reasons for discontinuing an approach, including the altitude above the runway at which it was discontinued.
 - (iii) Speed control at the 100-foot decision height if auto throttles are used.
 - (iv) Trim condition of the aircraft upon disconnecting the auto coupler with respect to continuation to flare and landing.
 - (v) Position of the aircraft at the middle marker and at the decision height indicated both on a diagram of the basic ILS display and a diagram of the runway extended to the middle marker. Estimated touchdown point must be indicated on the runway diagram.
 - (vi) Compatibility of flight director with the auto coupler, if applicable.
 - (vii) Quality of overall system performance.
- (4) Evaluation. A final evaluation of the flight control guidance system is made upon successful completion of the demonstrations. If no hazardous tendencies have been displayed or are otherwise known to exist, the system is approved as installed.

4. Maintenance program

- (a) Each maintenance program must contain the following:
- (1) A list of each instrument and item of equipment specified in § 2 of this appendix that is installed in the aircraft and approved for Category II operations, including the make and model of those specified in § 2(a).
 - (2) A schedule that provides for the performance of inspections under subparagraph (5) of this paragraph within 3 calendar months after the date of the previous inspection. The inspection must be performed by a person authorized by part 43 of this chapter, except that each alternate inspection may be replaced by a functional flight check. This functional flight check must be performed by a pilot holding a Category II pilot authorization for the type aircraft checked.
 - (3) A schedule that provides for the performance of bench checks for each listed instrument and item of equipment that is specified in section 2(a) within 12 calendar months after the date of the previous bench check.
 - (4) A schedule that provides for the performance of a test and

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

**RAZ-BA100-106
Issue: --
Date: March 2003**

FAR	REQUIREMENT	COMPLIANCE	REMARKS
	inspection of each static pressure system in accordance with appendix E to part 43 of this chapter within 12 calendar months after the date of the previous test and inspection. (5) The procedures for the performance of the periodic inspections and functional flight checks to determine the ability of each listed instrument and item of equipment specified in section 2(a) of this appendix to perform as approved for Category II operations including a procedure for recording functional flight checks. (6) A procedure for assuring that the pilot is informed of all defects in listed instruments and items of equipment. (7) A procedure for assuring that the condition of each listed instrument and item of equipment upon which maintenance is performed is at least equal to its Category II approval condition before it is returned to service for Category II operations. (8) A procedure for an entry in the maintenance records required by § 43.9 of this chapter that shows the date, airport, and reasons for each discontinued Category II operation because of a malfunction of a listed instrument or item of equipment. (b) Bench check. A bench check required by this section must comply with this paragraph. (1) It must be performed by a certificated repair station holding one of the following ratings as appropriate to the equipment checked: (i) An instrument rating. (ii) A radio rating. (iii) A rating issued under subpart D of part 145 of this chapter. (2) It must consist of removal of an instrument or item of equipment and performance of the following: (i) A visual inspection for cleanliness, impending failure, and the need for lubrication, repair, or replacement of parts; (ii) Correction of items found by that visual inspection; and (iii) Calibration to at least the manufacturer's specifications unless otherwise specified in the approved Category II manu		

**Operational Acceptability for FAR PARTS 91/135
BD - 100 - Compliance Checklist**

**RAZ-BA100-106
Issue: --
Date: March 2003**

FAR	REQUIREMENT	COMPLIANCE	REMARKS
	for the aircraft in which the instrument or item of equipment is installed. (c) Extensions. After the completion of one maintenance cycle of 12 calendar months, a request to extend the period for checks, tests, and inspections is approved if it is shown that the performance of particular equipment justifies the requested extension.		
91.App C	Operations in the North Atlantic (NAT) Minimum Navigation Performance Specifications (MNPS) Airspace Section 1 NAT MNPS airspace is that volume of airspace between FL 285 and FL 420 extending between latitude 27 degrees north and the North Pole, bounded in the east by the eastern boundaries of control areas Santa Maria Oceanic, Shanwick Oceanic, and Reykjavik Oceanic and in the west by the western boundary of Reykjavik Oceanic Control Area, the western boundary of Gander Oceanic Control Area, and the western boundary of New York Oceanic Control Area, excluding the areas west of 60 degrees west and south of 38 degrees 30 minutes north. Section 2 The navigation performance capability required for aircraft to be operated in the airspace defined in section 1 of this appendix is as follows: (a) The standard deviation of lateral track errors shall be less than 6.3 NM (11.7 Km). Standard deviation is a statistical measure of data about a mean value. The mean is zero nautical miles. The overall form of data is such that the plus and minus 1 standard deviation about the mean encompasses	Aircraft navigation performance capability exceeds the minimum specifications.	